

2002

Virginia Department of Transportation

Daily Traffic Volume Estimates

Including Vehicle Classification Estimates

where available

Jurisdiction Report

78

Rappahannock County
Town of Washington

Prepared By

Virginia Department of Transportation

Mobility Management Division

In Cooperation With

U.S. Department of Transportation

Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wye - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Rappahannock Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Rappahannock County																	
48 Skyline Drive	4.99	2700	M	From:	Madison County Line						NA			NA		2002	
48 Skyline Drive	4.41	2000	M	To:	Page County Line						NA			NA		2002	
48 Skyline Drive	5.92	2000	M	From:	Page County Line						NA			NA		2002	
48 Skyline Drive	3.87	2000	M	To:	Warren County Line						NA			NA		2002	
48 Skyline Drive				From:	Warren County Line												
211	7.09	1900	G	From:	94%	1%	3%	0%	2%	0%	F	0.119	F	0.589	1900	G	2002
211	4.62	5300	G	To:	US 522 Sperryville												
211				From:	94%	1%	3%	0%	2%	0%	F	0.083	F	0.614	5300	G	2002
211	0.68	5200	G	To:	US 211 Bus South of Washington												
211				From:	94%	1%	3%	0%	2%	0%	F	0.095	F	0.543	5200	G	2002
211				To:	WCL Washington												
Town of Washington																	
211	0.02	5200	N	From:	WCL Washington												
211				To:	ECL Washington												
Rappahannock County																	
211	0.39	5200	N	From:	ECL Washington												
211				To:	US 211 Bus East of Washington												
211	2.38	6100	G	From:	94%	1%	3%	0%	2%	0%	F	0.092	F	0.52	6000	G	2002
211	9.17	5200	G	To:	US 522 Massies Corner												
211				From:	95%	1%	2%	1%	1%	0%	F	0.087	F	0.518	5100	G	2002
211				To:	Culpeper County Line												
Culpeper County																	
211	2.95	9400	G	From:	Rappahannock County Line												
211				To:	SR 229												
211	0.95	14000	G	From:	95%	1%	2%	1%	1%	0%	F	0.091	F	0.767	14000	G	2002
211				To:	Fauquier County Line												
Rappahannock County																	
Bus 211	0.72	1600	G	From:	US 211 South of Wahington												
Bus 211				To:	SCL Washington												
Town of Washington																	
Bus 211	0.63	1600	N	From:	SCL Washington												
Bus 211				To:	ECL Washington												
Rappahannock County																	
Bus 211	0.15	1600	N	From:	ECL Washington												
Bus 211				To:	US 211 East of Washington												
231 Ft Valley Rd	8.19	1500	G	From:	Madison County Line												
231 Ft Valley Rd				To:	US 522 Sperryville Pike												
522	4.67	2200	G	From:	Culpeper County Line												
522				To:	78-618												
522	4.02	2100	G	From:	95%	1%	2%	1%	1%	0%	F	0.093	F	0.555	2100	G	2002
522				To:	SR 231												
522	0.77	3700	G	From:	SR 231 Ft Valley Rd												
522				To:	S US 211 Lee Hwy												

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						2Axle	3+Axle	1Trail	2Trail							
Rappahannock County																
522 211	4.62	5300	G	From:	S US 211 Lee Hwy				F	0.083	F	0.614	5300	G	2002	
				To:	US 211 BUS SOUTH OF WASHINGTON											
522 211	0.68	5200	G	From:	CL Washington				F	0.095	F	0.543	5200	G	2002	
				To:	CL Washington											
Town of Washington																
522 211	0.02	5200	N	From:	CL Washington				N	0.095	N	0.543	5200	N	2002	
				To:	CL Washington											
Rappahannock County																
522 211	0.39	5200	N	From:	CL Washington				N	0.095	N	0.543	5200	N	2002	
				To:	US 211 BUS EAST OF WASHINGTON											
522 211	2.38	6100	G	From:	CL Washington				F	0.092	F	0.52	6000	G	2002	
				To:	N US 211 Lee Hwy											
522	2.82	3100	G	From:	CL Washington				F	0.094	F	0.542	3000	G	2002	
				To:	N 78-641											
522	7.26	3700	G	From:	CL Washington				F	0.097	F	0.508	3700	G	2002	
				To:	Warren County Line											
Bus 522 Bus 211	0.72	1600	G	From:	US 211 SOUTH OF WASHINGTON				F	0.092	F	0.508	1600	G	2002	
				To:	CL Washington											
Town of Washington																
Bus 522 Bus 211	0.63	1600	N	From:	CL Washington				N	0.092	N	0.508	1600	N	2002	
				To:	CL Washington											
Rappahannock County																
Bus 522 Bus 211	0.15	1600	N	From:	CL Washington				N	0.092	N	0.508	1600	N	2002	
				To:	US 211 EAST OF WASHINGTON											
600	2.30	30	R	From:	78-681				NA			NA		06/15/2000		
				To:	78-608											
600	1.85	60	R	From:	1.85 MN 78-608				NA			NA		06/22/2000		
				To:	78-667											
600	0.10	60	R	From:	0.85 MN 78-667				NA			NA		06/22/2000		
				To:	78-1001 Gap Terminus											
600	0.85	20	R	From:	US 211 Gap Terminus				NA			NA		06/22/2000		
				To:	78-671											
600	1.00	240	R	From:	78-612 EAST				C	0.109	F	0.542	450	G	2002	
				To:	78-612 WEST											
600	2.05	190	R	From:	78-653				NA			NA		06/22/2000		
				To:	Dead End											
601 Peola Mills Rd	1.20	270	R	From:	SR 231				NA				NA		06/15/2000	
				To:	78-707											

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Rappahannock Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Rappahannock County																
602	0.10	180	R	From:	Madison County Line						NA			NA		06/15/2000
				To:	78-601											
603	1.30	30	R	From:	Madison County Line						NA			NA		06/15/2000
				To:	78-707											
604	0.40	160	R	From:	Culpeper County Line						NA			NA		06/15/2000
				To:	78-707 WEST											
604	2.50	180	R	From:	78-707 EAST						NA			NA		06/15/2000
				To:	US 522											
605	0.70	70	R	From:	Culpeper County Line						NA			NA		1997
				To:	78-707											
606	1.00	470	G	96%	1%	2%	0%	1%	0%	C	0.095	F	0.667	460	G	2002
				To:	78-641											
607	4.20	40	R	From:	78-707						NA			NA		06/15/2000
				To:	78-618											
608	0.64	90	R	From:	78-600						NA			NA		06/15/2000
				To:	0.64 ME 78-600											
608	0.26	110	R	From:	78-600						NA			NA		06/15/2000
				To:	SR 231											
609	0.50	NA		From:	Dead End						NA			NA		
				To:	78-621											
610	0.88	530	R	From:	Dead End						NA			NA		1997
				To:	78-686											
610	0.10	660	R	From:	78-670						NA			NA		1997
				To:	78-660											
610	0.52	1100	G	93%	2%	4%	0%	0%	0%	F	0.093	F	0.667	1100	G	2002
				To:	78-666											
610	0.17	1300	G	93%	2%	4%	0%	0%	0%	C	0.088	F	0.642	1200	G	2002
				To:	US 522											
611	0.70	840	G	93%	3%	4%	0%	0%	0%	C	0.099	F	0.747	830	G	2002
				To:	78-642 EAST											
611	0.80	130	R	From:	78-642 WEST						NA			NA		1997
				To:	0.80 MN 78-642											
611	0.70	130	R	From:	78-648						NA			NA		1997
				To:	US 211											
612	0.83	60	R	From:	Dead End						NA			NA		06/22/2000
				To:	78-653											
612	2.50	100	R	From:	78-600 WEST						NA			NA		06/22/2000
				To:												

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						2Axle	3+Axle	1Trail	2Trail							
Rappahannock County																
612	1.00	430	G	From:	78-600 EAST					C	0.111	F	0.609	420	G	2002
				90%	3%	7%	0%	0%	0%							
				To:	US 211											
613	0.14	450	R	From:	Culpeper County Line						NA			NA		1997
				To:	Culpeper County Line											
614	3.10	150	R	From:	Dead End						NA			NA		06/19/2000
				To:	78-623											
614	1.20	170	R	From:							NA			NA		06/19/2000
				To:	78-622											
615	4.40	50	R	From:	23-650; 78-650						NA			NA		06/29/2000
				To:	78-617											
615	1.00	140	R	From:							NA			NA		06/29/2000
				To:	1.00 MN 78-617											
615	0.90	190	R	From:							NA			NA		06/29/2000
				To:	78-649											
615	0.30	290	R	From:							NA			NA		06/29/2000
				To:	78-729											
616	2.60	70	R	From:	78-626						NA			NA		06/29/2000
				To:	78-617											
617	0.60	70	R	From:	78-615						NA			NA		06/29/2000
				To:	78-616											
617	1.30	160	R	From:							NA			NA		06/29/2000
				To:	78-618											
618	3.47	30	R	From:	SR 231						NA			NA		06/29/2000
				To:	78-607											
618	1.40	100	R	From:							NA			NA		06/29/2000
				To:	US 522 SOUTH											
618	0.30	90	R	From:	US 522 NORTH						NA			NA		06/29/2000
				To:	0.30 MN US 522											
618	1.20	90	R	From:							NA			NA		06/29/2000
				To:	78-658											
618	2.40	45	R	From:							NA			NA		06/29/2000
				To:	78-626 SOUTH											
618	1.40	260	R	From:	78-626 NORTH						NA			NA		06/29/2000
				To:	78-617											
618	3.00	520	R	From:							NA			NA		06/29/2000
				To:	78-729											
619	1.79	60	R	From:	78-626						NA			NA		06/29/2000
				To:	1.79 ME 78-626											
619	0.03	60	R	From:							NA			NA		06/29/2000
				To:	78-618											
620	2.50	140	R	From:	US 522						NA			NA		06/22/2000
				To:	78-621											
620	1.25	120	R	From:							NA			NA		06/22/2000
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail								
Rappahannock County																	
(621)	1.80	150	R	From:	SR 231						NA			NA		1997	
(621)	2.10	70	R	To:	78-609						NA			NA		06/15/2000	
(621)	1.50	180	R	From:	US 522 NORTH						NA			NA		06/22/2000	
(621)	0.90	180	R	To:	US 522 SOUTH						NA			NA		06/22/2000	
(621)	0.80	180	R	From:	1.50 MN US 522						NA			NA		06/22/2000	
(621)	0.80	180	R	To:	2.40 MN US 522						NA			NA		06/22/2000	
(621)	1.50	170	R	From:	78-620						NA			NA		06/22/2000	
(621)	1.45	40	R	To:	78-622 WEST						NA			NA		06/26/2000	
(621)	0.10	40	R	From:	78-622 EAST						NA			NA		06/26/2000	
(621)	1.00	140	R	To:	1.45 MN 78-622						NA			NA		06/26/2000	
(621)				From:	78-674						NA			NA		06/26/2000	
(621)				To:	78-626												
Town of Washington																	
(622)	0.04	160	R	From:	78-1101						NA			NA		1997	
(622)	0.21	780	R	To:	78-628						NA			NA		1997	
(622)				To:	NCL Washington												
Rappahannock County																	
(622)	1.10	780	N	From:	NCL Washington						NA			0	N	1997	
(622)	1.40	240	R	To:	78-624						NA			NA		1997	
(622)	4.80	47	R	From:	78-625						NA			NA		06/19/2000	
(622)	0.80	250	R	To:	78-623						NA			NA		06/19/2000	
(622)	2.00	590	G	From:	88%	3%	9%	0%	0%	0%	C	0.091	F	0.731	580	G	2002
(622)	2.25	440	R	To:	US 211 WEST						NA			NA		1997	
(622)	1.89	330	R	From:	US 211 EAST						NA			NA		1997	
(622)	1.89	330	R	To:	78-621 EAST						NA			NA		1997	
(622)	0.21	330	R	From:	1.89 ME 78-621						NA			NA		1997	
(622)	0.05	150	R	To:	78-626 WEST						NA			NA		06/26/2000	
(622)	0.85	70	R	From:	78-626 EAST						NA			NA		06/26/2000	
(622)	0.75	210	R	To:	0.85 ME 78-626						NA			NA		1997	
(622)	1.40	330	R	From:	78-661						NA			NA		1997	
(622)				To:	78-656												

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						2Axle	3+Axle	1Trail	2Trail								
Rappahannock County																	
622	0.85	330	R	From	78-656						NA			NA		1997	
				To	78-729												
623	0.50	70	R	From	78-614						NA			NA		06/19/2000	
				To	78-622												
624	1.00	90	R	From	78-622						NA			NA		06/19/2000	
				To	Dead End												
625	0.40	50	R	From	78-622						NA			NA		06/19/2000	
				To	0.40 MN 78-622												
625	0.62	50	R	From	0.40 MN 622						NA			NA		06/19/2000	
				To	Dead End												
626	0.50	80	R	From	Dead End						NA			NA		1997	
				To	WCL WASHINGTON												
Town of Washington																	
626	0.30	250	R	From	WCL WASHINGTON						NA			NA		1997	
				To	US 211 BUS NORTH												
626	0.04	510	R	From	US 211 BUS SOUTH						NA			NA		1997	
				To	78-1101												
626	0.26	600	R	From	78-1101						NA			NA		1997	
				To	ECL Washington												
Rappahannock County																	
626	0.02	600	N	From	ECL Washington						NA			0	N	1997	
				To	US 211; 522 BYPASS												
626	1.47	680	R	From	US 211; 522 BYPASS						NA			NA		06/29/2000	
				To	78-621												
626	1.20	240	R	From	78-621						NA			NA		06/29/2000	
				To	78-627												
626	2.40	30	R	From	78-627						NA			NA		06/29/2000	
				To	78-622 EAST												
626	0.30	210	R	From	78-622 WEST						NA			NA		06/29/2000	
				To	0.30 MW 78-622												
626	0.95	210	R	From	0.30 MW 78-622						NA			NA		06/29/2000	
				To	1.25 MW 78-622												
626	0.25	200	R	From	1.25 MW 78-622						NA			NA		06/29/2000	
				To	78-619												
626	1.10	210	R	From	78-619						NA			NA		06/29/2000	
				To	78-618 SOUTH												
626	2.50	290	G	From	90%	2%	6%	1%	1%	0%	F	0.110	F	0.535	290	G	2002
				To	78-616						F	0.125	F	0.546	400	G	2002
626	0.80	410	G	From	90%	2%	6%	1%	1%	0%							
				To	78-680						C	0.094	F	0.511	460	G	2002
626	1.00	460	G	From	90%	2%	6%	1%	1%	0%							
				To	US 522												
627	1.60	30	R	From	78-626						NA			NA		06/26/2000	
				To	78-633												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Rappahannock County																
627	1.10	110	R	From:	78-633						NA			NA		06/26/2000
				To:	US 211											
Town of Washington																
628	0.01	NA		From:	Dead End						NA			NA		
				To:												
628	0.10	1600	G	93%	1%	4%	1%	1%	0%	C	0.107	F	0.531	1600	G	2002
				From:	US 211 BUS											
628	0.20	800	G	93%	1%	4%	1%	1%	0%	F	0.120	F	0.587	790	G	2002
				From:	78-622											
				To:	NCL WASHINGTON											
Rappahannock County																
628	3.85	470	G	93%	1%	4%	1%	1%	0%	F	0.092	F	0.524	470	G	2002
				From:	NCL WASHINGTON											
628	0.75	190	R	From:	78-606						NA			NA		1997
				To:												
628	0.37	170	R	From:	78-629						NA			NA		1997
				To:												
628	0.07	170	R	From:	0.37 MN 78-629						NA			NA		1997
				To:												
628	0.44	310	G	93%	1%	4%	1%	1%	0%	F	0.100	F	0.508	300	G	2002
				From:	78-659											
628	1.06	280	G	93%	1%	4%	1%	1%	0%	F	0.134	F	0.532	280	G	2002
				From:	78-663											
				To:	78-630											
629	2.35	50	R	From:	Dead End						NA			NA		06/19/2000
				To:	78-628											
630	1.50	60	R	From:	Dead End						NA			NA		06/19/2000
				To:												
630	0.80	260	R	From:	78-631						NA			NA		1997
				To:												
630	0.70	370	G	92%	2%	4%	0%	1%	0%	C	0.111	F	0.59	370	G	2002
				From:	78-628											
				To:	US 522											
631	1.80	80	R	From:	78-630						NA			NA		06/19/2000
				To:	Dead End											
632	0.60	80	R	From:	US 522						NA			NA		06/19/2000
				To:												
632	0.05	10	R	From:	78-634						NA			NA		06/19/2000
				To:	Fauquier County Line											
633	1.50	50	R	From:	Dead End						NA			NA		06/26/2000
				To:	78-627											
634	0.90	20	R	From:	78-632						NA			NA		1997
				To:	Fauquier County Line											
635	0.70	390	R	From:	US 522						NA			NA		1997
				To:	Fauquier County Line											
636	0.49	40	R	From:	Dead End						NA			NA		06/26/2000
				To:	0.06 MN 78-9917											

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						2Axle	3+Axle	1Trail	2Trail								
Rappahannock County																	
636	0.21	560	R	From:	0.06 MN 78-9917						NA			NA		06/26/2000	
				To:	US 211												
637	3.20	200	R	From:	78-645						NA			NA		06/26/2000	
				To:	78-687												
637	2.00	220	R	From:	78-647						NA			NA		1997	
				To:	78-647 West												
637	2.90	90	R	From:	78-647 East						NA			NA		06/19/2000	
				To:	2.90 MW 78-647												
637	2.60	80	R	From:	2.90 Mi W 78-647						NA			NA		1997	
				To:	5.50 Mi W 78-647												
637	1.10	220	R	From:	5.50 MW 78-647						NA			NA		1997	
				To:	US 522												
638	2.50	40	R	From:	78-729						NA			NA		06/26/2000	
				To:	78-647												
639	0.20	490	R	From:	Culpeper County Line						NA			NA		1997	
				To:	US 211												
639	0.70	240	R	From:	US 211						NA			NA		1997	
				To:	Dead End												
640	0.90	300	R	From:	Culpeper County Line						NA			NA		06/29/2000	
				To:	78-642												
640	0.70	1200	G	98%	0%	2%	0%	0%	0%	C	0.094	F	0.712	1200	G	2002	
640	0.03	130	R	From:	78-729 SOUTH						NA			NA		06/29/2000	
				To:	78-729 NORTH												
640	2.11	130	R	From:	0.03 MN 78-729						NA			NA		06/29/2000	
				To:	2.14 MN 78-729												
640	0.60	190	R	From:	2.14 MN 78-729						NA			NA		06/29/2000	
				To:	2.74 MN 78-729												
640	1.00	190	R	From:	2.74 MN 78-729						NA			NA		06/29/2000	
				To:	US 211												
641	1.10	220	R	From:	US 522 SOUTH						NA			NA		1997	
				To:	78-606												
641	0.14	540	G	92%	2%	5%	1%	0%	0%	F	0.095	F	0.557	530	G	2002	
641	0.28	840	G	From:	78-659						C	0.088	F	0.514	830	G	2002
				To:	US 522 NORTH												
642	0.79	1400	G	From:	78-640						F	0.088	F	0.649	1300	G	2002
				To:	78-646												
642	2.26	1600	G	97%	0%	2%	0%	0%	0%	F	0.091	F	0.696	1600	G	2002	
642	1.00	2500	G	From:	78-611 EAST						C	0.094	F	0.67	2500	G	2002
				To:	US 211												
643	2.00	400	R	From:	US 211						NA			NA		1997	
				To:	Dead End												

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						2Axle	3+Axle	1Trail	2Trail							
Rappahannock County																
644	0.30	150	R	From:	Culpeper County Line						NA			NA		06/15/2000
				To:	78-707											
645	0.30	710	R	From:	US 211						NA			NA		1997
				To:	78-637											
645	2.40	320	R	From:							NA			NA		1997
				To:	Fauquier County Line											
646	0.80	180	R	From:	Dead End						NA			NA		1997
				To:	78-646											
647	2.09	540	G	From:	US 522					C	0.090	F	0.565	540	G	2002
				To:	2.09 ME US 522											
647	1.51	470	G	From:	95% 1% 2% 0% 2% 0%					F	0.098	F	0.573	460	G	2002
				To:	78-638											
647	1.20	490	G	From:	95% 1% 2% 0% 2% 0%					F	0.102	F	0.678	480	G	2002
				To:	Fauquier County Line											
648	0.35	40	R	From:	Dead End						NA			NA		06/26/2000
				To:	78-611											
649	2.59	60	R	From:	78-615						NA			NA		06/29/2000
				To:	2.60 MN 78-615											
649	0.03	60	R	From:							NA			NA		06/29/2000
				To:	78-649											
650	0.41	50	R	From:	78-615						NA			NA		06/29/2000
				To:	Dead End											
651	0.70	280	R	From:	US 211						NA			NA		1997
				To:	Dead End											
652	0.75	50	R	From:	Dead End						NA			NA		06/15/2000
				To:	SR 231											
653	0.70	40	R	From:	78-612						NA			NA		06/22/2000
				To:	78-600											
654	0.30	50	R	From:	Dead End						NA			NA		06/19/2000
				To:	78-622											
655	0.10	60	R	From:	US 522						NA			NA		06/22/2000
				To:	78-620											
656	1.00	90	R	From:	78-622						NA			NA		06/26/2000
				To:	Dead End											
657	0.28	40	R	From:	78-664						NA			NA		06/19/2000
				To:	Dead End											
658	1.53	40	R	From:	78-618						NA			NA		06/29/2000
				To:	Dead End											
659	1.30	300	G	From:	78-641					C	0.098	F	0.5	300	G	2002
				To:	78-628											

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						2Axle	3+Axle	1Trail	2Trail							
<u>Rappahannock County</u>																
(660)	0.38	10	R	From	Dead End						NA			NA		1997
(660)	0.11	130	R	To	0.38 MN Dead End						NA			NA		1997
(660)	0.15	390	R	From	78-670						NA			NA		1997
(660)				To	78-610											
(661)	0.21	49	R	From	Dead End						NA			NA		06/26/2000
(661)				To	78-622											
(662)	0.90	30	R	From	Dead End						NA			NA		06/19/2000
(662)				To	US 522 SOUTH											
(662)	0.52	210	R	From	US 522 NORTH						NA			NA		1997
(662)				To	78-673											
(662)	1.28	80	R	From	Dead End						NA			NA		06/19/2000
(662)				To	Dead End											
(663)	0.34	170	R	From	Dead End						NA			NA		1997
(663)				To	0.34 ME Dead End						NA			NA		06/19/2000
(663)				To	78-628											
(664)	0.39	70	R	From	US 522						NA			NA		1997
(664)				To	78-657						NA			NA		1997
(664)	0.26	30	R	From	US 522						NA			NA		1997
(664)				To	US 522											
(665)	0.03	740	R	From	78-610						NA			NA		1997
(665)				To	Warren County Line											
(666)	0.30	150	R	From	Dead End						NA			NA		1997
(666)				To	78-610											
(667)	0.10	110	R	From	78-600						NA			NA		06/22/2000
(667)				To	US 211											
(668)	0.60	70	R	From	78-626						NA			NA		06/26/2000
(668)				To	Dead End											
(669)	1.50	260	R	From	78-613						NA			NA		1997
(669)				To	Dead End											
(670)	0.15	230	R	From	78-660						NA			NA		1997
(670)				To	78-610											
(671)	0.20	390	R	From	US 211						NA			NA		06/22/2000
(671)				To	78-600											
(672)	0.36	30	R	From	Dead End						NA			NA		06/19/2000
(672)				To	78-614											
(673)	0.55	60	R	From	78-662						NA			NA		06/19/2000
(673)				To	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Rappahannock County																
(674)	1.49	220	R	From	Dead End						NA			NA		06/26/2000
				To	78-621											
(675)	0.45	40	R	From	US 211 WEST						NA			NA		06/26/2000
				To	US 211 EAST											
(676)	0.10	60	R	From	Dead End						NA			NA		06/29/2000
				To	78-729											
(677)	0.14	110	R	From	US 522						NA			NA		1997
				To	Dead End											
(678)	0.55	20	R	From	US 211						NA			NA		1997
				To	US 211											
(679)	0.33	30	R	From	US 211						NA			NA		06/26/2000
				To	Dead End											
(680)	0.79	140	R	From	Dead End						NA			NA		06/29/2000
				To	78-626											
(681)	2.63	90	R	From	Dead End						NA			NA		06/15/2000
				To	SR 231											
(683)	0.39	60	R	From	US 211 BUS						NA			NA		1997
				To	US 211											
(684)	0.15	48	R	From	Dead End						NA			NA		1997
				To	US 211											
(686)	0.28	130	R	From	78-610						NA			NA		1997
				To	Dead End											
(687)	0.46	NA		From	78-00637(B)/						NA			NA		
				To	Cul-de-Sac/											
(707)	0.38	20	R	From	Dead End						NA			NA		06/15/2000
				To	Madison County Line											
(707) Sharp Rock Rd	0.40	240	R	From							NA			NA		06/15/2000
				To	78-601 Peola Mills Rd											
(707) Sharp Rock Rd	1.29	60	R	From	78-601 Peola Mills Rd						NA			NA		06/15/2000
				To	1.29 ME 78-601											
(707) Sharp Rock Rd	0.10	60	R	From	1.30 ME 78-601						NA			NA		06/15/2000
				To	SR 231 Ft Valley Rd											
(707) Slate Mills Rd	3.10	480	G	90%	3%	5%	2%	0%	0%	C	0.1	F	0.512	480	G	2002
				To	78-607											
(707) Slate Mills Rd	1.70	490	G	90%	3%	5%	2%	0%	0%	F	0.092	F	0.732	490	G	2002
				To	78-644											
(707) Slate Mills Rd	0.50	560	G	90%	3%	5%	2%	0%	0%	F	0.097	F	0.773	550	G	2002
				To	Culpeper County Line											
(729)	0.11	1000	G	87%	1%	8%	0%	3%	0%	C	0.093	F	0.522	1000	G	2002
				To	78-615											

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail									
Rappahannock County																		
(729)	1.10	930	G	From: 78-615		87%	1%	8%	0%	3%	0%	F	0.088	F	0.639	920	G	2002
(729)	1.53	960	G	To: 78-676		87%	1%	8%	0%	3%	0%	F	0.087	F	0.651	950	G	2002
(729)	0.07	1000	G	From: 78-640 SOUTH		87%	1%	8%	0%	3%	0%	F	0.088	F	0.509	1000	G	2002
(729)	0.90	850	G	To: 78-640 NORTH		87%	1%	8%	0%	3%	0%	F	0.095	F	0.527	850	G	2002
(729)	1.69	590	G	From: 78-618		87%	1%	8%	0%	3%	0%	F	0.091	F	0.558	580	G	2002
(729)	3.75	760	G	To: 78-622		87%	1%	8%	0%	3%	0%	F	0.089	F	0.667	750	G	2002
(729)	3.50	550	R	From: US 211								NA			NA		1997	
				To: US 522														
(730)	1.00	230	R	From: Culpeper County Line								NA			NA		1997	
				To: US 211														
(749)	0.80	30	R	From: Madison County Line								NA			NA		06/15/2000	
				To: Dead End														
(1001) Main St	0.20	1800	G	From: US 211 Lee Hwy		98%	0%	2%	0%	0%	0%	C	0.090	F	0.513	1800	G	2002
				To: US 522 Sperryville Pike														
(1002)	0.65	250	G	From: US 522		83%	3%	13%	0%	1%	0%	C	0.136	F	0.559	250	G	2002
				To: 78-1003														
(1003)	0.08	290	G	From: 78-1002		89%	2%	6%	1%	3%	0%	C	0.138	F	0.818	280	G	2002
				To: US 211														
Town of Washington																		
(1101)	0.05	60	R	From: Dead End								NA			NA		1997	
(1101)	0.20	620	R	To: 78-626								NA			NA		1997	
(1101)	0.09	260	R	From: US 211 BUS								NA			NA		1997	
(1101)	0.12	80	R	To: 78-622								NA			NA		1997	
				To: 78-628														
(1102)	0.04	190	R	From: 78-1101								NA			NA		1997	
				To: US 211 BUS														
(1103)	0.05	30	R	From: Dead End								NA			NA		1997	
				To: US 211 BUS														
Rappahannock County																		
(9908)	0.10	500	R	From: US 211								NA			NA		1997	
				To: RAPPAHANNOCK HI SCH														
(9917)	0.12	300	R	From: 78-636								NA			NA		1997	
				To: RAPPAHANNOCK ELEM														